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Greetings All,

Although our JKL numbers were very small at our second HSRCA race meeting of the year at Eastern Creek on June 25/26 those of us who made the effort were rewarded with some great racing and camaraderie. In Group K we had the return of David St Julian in the lovely Lagonda Rapier Special complete with its smell of methanol/Castrol R but who was plagued with niggling problems and eventually had to park it when he thought the engine was trying to tell him it wanted to drop a valve. In L Racing we had Percy Hunter in the faithful blown TC Special, Max Lane in his newly imported Lola FJ with offset driveline from its Ford 105E motor, John Medley in his Nota BMC FJ and myself in the Nota Major having its first run at Eastern Creek for some 15 years. In L Sports we had Peter Lubrano in his TC Special and John Murn in the Decca Major. In invited M we had John Evans from Victoria in the B Series powered Elfin Streamliner and Henry Walker in the familiar and revolutionary Nalla Holden. We were joined by two Na A30's and 8 Sa cars including four very quick Austin Healey 3000's two of which were to claim the first two places in the two scratch races.

Saturday's 8 lapper produced a bit of a surprise when the Nota Major proved to be the quickest of the non Sa cars coming home a strong third behind the Healeys of Peter Jackson and Laurie Sellers, John Medley was forced to retire with a split header tank which he was able to rectify in time for Sunday and Max Lane was the best of the other L cars in sixth. The start of racing on the Sunday was delayed for over an hour while we waited for the fog to lift (reminded us of Catalina) and consequently all race distances were reduced by a lap in an effort to recover the lost time. The Sunday handicap therefore was a four lapper which probably caught out some of the backmarkers including myself who finished second last. This all worked in favour of the A30's who finished first and third with John Murn a close second to the winner. Percy Hunter and Max Lane were both retirements but Percy was able to start the final race by the relatively simple remedy of fitting a new radiator cap.

The final race, a five lapper, produced the same first five placegetters as the Saturday race with John Medley best of the other L cars in sixth. I must

confess I too was surprised at the pace of the Nota Major which lapped in 1.59.07 in the Sunday scratch race, to put this in some sort of perspective, Peter Giddings' Maserati 250F did most of its laps at our last Tasman meeting in November in the 1.59 bracket. There is probably some potential there if I do some work to the engine as it wasn't particularly quick down the straight only pulling about 170 kph.

Following Eastern Creek our JKL pointscore for 2011, calculated on the results of the Saturday scratch race, is starting to take shape ;

In JK Rod McMullin leads on 10 points from Paul Hunter on 9.

In L Racing Percy Hunter leads on 17 points from myself and Terry White both on 10 points.

L Sports and Paul Armstrong and Peter Lubrano are tied on 10 points.

With two more HSRCA race meetings to come we expect the more consistent competitors to accumulate healthy pointscores.

I regret to inform you of the recent untimely passing of Phillip Bradey of South Australia on June 14th at the age of just 45 years from complications with pneumonia. Phillip will be remembered as the long time owner of the ex Bira K3 MG which he had recently sold to John Gillett of Victoria.

Although I believed, as in my last newsletter, that both of the Richard Longes Cooper Climaxes had been sold overseas, I have now been informed that this is not the case and they are available locally at most reasonable prices. As reported several months ago his Type 43 Mildren/Scott/Leer Cooper is available for \$150,000. Now the Type 51, chassis no. F2/14/59, ex Victa/Stillwell/Thomson etc is available for just \$175,000, I can't believe Richard would sell it at such a low price as it is one of the few Type 51 Coopers approved to run a full 2.5 litre Climax. It has full FIA papers and both cars have been very well maintained by Michael Vigneron who can be contacted on 02 4872 1024 or 0402 053803 for further details.

Recently changing hands after a 14 year ownership by Eric Worner is the SoCal Special, the new owner is Graeme Raper of Victoria and the SoCal will be a worthy stablemate for Graeme's Monoskate, both cars built by George Reed of Bathurst way back in the 1940's.

Also for sale is Nota Streamliner no.39, owned by Kevin Humphrey of the Central Coast of NSW. HSRCA president, Bruce Richardson's Nota Minx no. 12 is well on the way to completion after its massive accident at Eastern

Creek a few years ago with repairs being carried out by Chris Buckingham, son of Guy who carries on the Nota name at his Dural workshop. Chris was at Eastern Creek looking over the few Notas running there and I was pleased to meet him at last. I also believe that Nota no.32, the ex. Syd Howard single seater powered by a supercharged TC engine is receiving some attention by Chris after being out of circulation for many years.

A couple of websites worth looking at are firstly of course the HSRCA , www.hsrca.org.au which now has new look under the care of the enthusiastic Seth Reinhardt with lots of up to date information. Then the VHRR's site so well looked after by Grant Campbell, www.vhrr.com There is a new website detailing the history of all 20 Buckle coupes, www.bucklecoupe.com.au and while we are on Australian fibreglass cars, www.buchananmotorcompany.com for a history the Buchanan bodies which graced so many specials in the 1950's. I have a special with a KM300 body but there doesn't seem to be much up to date information out there on them, I believe about 30 KM 200 and KM300 bodies were built by Keith Morrison in Sydney but does anyone have any further information on them.

Coming up on July 30/31 is the Historics at Morgan Park Warwick for which entries have just closed. Always a friendly country atmosphere with the added bonus now of the track extensions giving us a new challenge to conquer.

On August 14/15 we have the VHRR's Winton meeting on the long circuit, last year it was a great success, closing date is July 18th and there will be no 'bikes to distract you.

On Sat. September 3rd. The VSCCA are running the Cootamundra Sprints, two cars at a time over 400m. This will be the third running of the event on Cootamundra airport runway, it is for pre 1961 cars and the entry fee is just \$80. Entry forms from the organiser, Tim Shellshear at tim.shellshear@tsarchitects.com.au

Finally, our Australian Specials feature at Wakefield Park on September 24/25 is shaping up really well and we expect over 50 of these cars to be entered for their respective events, either racing or regularity. Entry forms are due to go out in mid July to our regular entrants plus those who have responded to our invitations, watch this space !

Good Racing,

Dick Willis.